

IN THE DRAWINGS

Please amend the drawings by entering into the case corrected Figure 5, attached hereto.

IN THE SPECIFICATION

Please amend the specification as follows:

Please substitute the last paragraph beginning on page 8 and ending on page 9 with the following paragraph:

In the embodiment of figure 5, power train 138 includes a rear prop shaft 140 that delivers torque to a rear differential 142 that powers a left rear half axle 144 and a right rear half axle 146. Also in the embodiment of figure 5, power train 138 includes a front prop shaft 148 that delivers torque to a front gearbox 150 that powers a left front half axle 152 and a right front half axle 154. Coupler 194 may selectively couple the front half axles to the front wheel. Left front half axle 152 and right front half axle 154 ~~are~~ may be coupled to left front wheel 120 and a right front wheel 122, respectively. Left rear half axle 144 and right rear half axle 146 are coupled to left rear wheel 124 and a right rear wheel 126, respectively.

Please substitute the last paragraph beginning on page 10 and ending on page 11 with the following paragraph:

Couplers 194 may be, in one embodiment, located at the front wheel hubs and serve to transmit torque from the front half axles 152, 154 to the respective hubs. Torque from the engine 106 is delivered forwardly through drive shaft 148 and is distributed to the front axle halves by the front gear box 150. Prop shaft 140 delivers torque rearwardly

to the rear lockable differential 142, which then supplies torque to the rear half axles 144, 146 and then to the rear wheels 124, 126.

Please substitute the last full paragraph beginning on page 11 with the following paragraph:

In another embodiment, the vehicle includes a front lockable differential within the front gearbox 150 and a coupler 194 between the engine 106 and the front gearbox 150. The coupler 194 when activated may enable or disable torque received from the engine to be supplied to the front differential. In this embodiment, four switch positions, 38A, 38B, 38C, and 38D may refer to four different operation modes: two wheel drive with an open rear differential, four wheel drive with two open differentials, four wheel drive with one locked and one open differential (preferably the rear locked and the front unlocked), and four wheel drive with two locked differentials.

Please substitute the full paragraph beginning on page 12 with the following paragraph:

In another embodiment, the vehicle includes a front lockable differential within the front gearbox 150 and a coupler 194 between the engine 106 and the front gearbox 150. The coupler 194 when activated may enable or disable torque received from the engine to be supplied to the front differential. The vehicle further includes a second switch 112 which may be configured similarly to mode switch 108. In this embodiment, mode switch 108 may have three switch positions, 38A, 38B, and 38C and second switch 112 may have two switch positions, 38D, and 38E. In this embodiment, second switch 112 controls the coupler 194 and mode switch 108 controls the differentials. When

second switch 112 is in position 38D, the coupler 194 may disenable torque received from the engine to be supplied to the front differential. In this condition, the first of the three switch positions of switch 108, 38A, 38B, and 38C, may refer to two-wheel drive with an open rear differential, and the other two positions refer to two-wheel drive with a locked rear differential. When second switch 112 is in position 38E, the coupler 194 may enable torque received from the engine to be supplied to the front differential. In this condition, the three switch positions, 38A, 38B, and 38C of mode switch 108 may refer to three different operation modes: four wheel drive with open front and rear differentials, four wheel drive with one open and the other locked differential (preferably the rear locked and the front unlocked), and four wheel drive with two locked differentials. Thus in combination mode switch 108 and second switch 112 may refer to five different operation modes: two wheel drive with an open rear differential, two wheel drive with a locked differential, four wheel drive with two open differentials, four wheel drive with one locked and one open differential (preferably the rear locked and the front unlocked), and four wheel drive with two locked differentials.

Please substitute the last paragraph beginning on page 13 and ending on 14 with the following paragraph:

In one embodiment, with the switch in position 38A, the coupler actuator is in the on position. Once the coupler 194 has been activated, it will couple the front prop shaft to front half axles 152, 154 if and only if the rotational speed of the axle and the prop shaft are proportionally equal. That is, either or both half axles 152, 154 may be coupled to the front prop shaft depending on the rotational speed of the respective half axle. It

will also be understood that although the couplers for each wheel are activated simultaneously by the switch 108 the couplers 194 may act independently of each other, depending on relative speed differences. Examples of appropriate couplers are a centralized Hilliard clutch (Part # 1341344) and a bearingless centralized Hilliard clutch (Part # 1341497) manufactured by Hilliard Corporation of New York. This coupler may work in the same fashion as the overrunning clutches described below, that is, utilizing a roller cage and a plurality of rotatable roller members in conjunction with a coaxially oriented race and cam configuration. By using one centralized coupler in the front gearbox 150, the function of some of the parts may be combined for a simpler and more economical construction.